Statement II

The Number of Doctors, Dentists, Nurses, A.N.M.'s and Pharmacists during the years 1978, 1985 *and* 1988

Categories	1978	1985	1988
Doctors . . .	2,35,631	3,08,258	3,31,630 (1987)
Dentists . . .	7,411	9,598	9,796
Nurses . .	1,35,103 (1979)	1,97,735	2,45,405
A.N.M.'s . .	54,959 (1979)	98,543	1,32,923
Pharmacists . . .	1,07,452	2,04,878 (1984)	2,20,249 (1987)

News-item captioned 'probe report flays Airbus Industries'

110. DR. BAPU KALDATE:
SHRI A. G. KULKARNI:
SHRI VISHWASRAO RAMRAO PATIL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government's attention has been drawn to the news-item captioned 'Probe report flays Airbus Industries' which appeared in the Times of India of 30th January, 1991;

(b) if so, what is Government's reaction thereto; and

(c) whether the news-items and the survey by DGCA has brought to the notice of Government the necessity of installation of sophisticated landing instruments at the airport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) Yes, Sir.

(b) All the observations of the Court of Inquiry have been given due consideration of the Government. The Report of the Court of Inquiry, together with Government's decisions thereon have been laid on the Table of the House on 10th January, 1991.

(c) The navigation and communication equipment and facilities at the airports are being continuously upgraded within the constraints of resource availability.

Report on Westland Helicopters by the Technical Sub-Committee

111. SHRI KRISHNA KUMAR BIRLA:
SHRI HARVENDRA SINGH HANSPAL:
DR. JINENDRA KUMAR JAIN:
SHRI BAL RAM SINGH YADAVA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Technical Sub-committee appointed by Government to study the economic viability of the Westland Helicopters has submitted its report;

(b) if so, what are the findings thereof; and

(c) what decision, if any, has been taken by Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) Yes, Sir.

(b) The main findings of the report are given in the attached statement.

(c) The Westland helicopters have been grounded with effect from 9.2.1991.

Statement

The Findings of the Technical Sub Committee

The Committee has submitted its report. The findings of the report are as follows:—

a. Modification action by M|s. Westland Helicopters Limited and M|s Rolls Royce as recommended by Dr. Hussainy Committee report have by and large not been complied with.

b. It is also noted that M|s. WHL have refused to carry out a proving trail for the heicopter which is a tacit acceptance by WHL that they have little confidence in their machine.

c. The number of defects noted during the 3 monthly period of trial by PHL has indicated that the number of defects has not come down. As a matter of fact a new range of defects not brought out by Dr. Hussainy committee report have also surfaced. Two of these defects led to precautionary and one to emergency landing. Following of these defects have flight safety implications:

i. Lossening of rivets on tail transmission shaft.

ii. Structural damage on frame of tail boom.

iii. High unservaceability of floata tion gear bags.

iv. Ripping up of the top skin of main rotor blade.

v. It is noted that due to high defect arisings the consumption of spares and rotables is abnormal and is beyond Westland's logistic support capability. This has led to a very high incidence of AOG and no improvement in situation is anticipated.

vi. The very high maintenance cost pegs the break-even figure to 11 out of 19 helicopters which is just not achievable because of the factors annunciated above.

vii. In view of the foregoing PHL would find itself in perpetual loss situation.

viii. The past experience indicates that M|s. WHL and RR will not respond in a very positive fashion to the technical problems. It is also felt that the number of problems being faced is of such diverse nature that a cost effective solution is beyond control of M|s. Westland and RR.

ix. The pilots of Westland have categorically stated that they have no confidence in the machine and consider it unsafe till allmodifications are carried out. The ONGC staff feel that the helicopter is unsafe and have threatened to stop reporting for duty

Programmes to raise crude oil production

112. SHRI KRISHNA KUMAR BIRLA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what are the details of the short-term/long-term programmes drawn up by Government to raise crude oil production from Bombay High, from Assam shelf and from Cambay, Cauvery and Krishna—Godavari basins in view of the Gulf crisis; and

(b) what is the anticipated percentage of rise in crude production and by what time these measures are likely to show results?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) The current indigenous production of crude oil is around 33 million tonnes per annum, and this is sought to be raised to 50 million tonnes per annum by the terminal year of the 8th Plan period. To achieve this, a number of development schemes would have to be implemented. The Government has